

REPORT

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1. The following information was obtained at the Vehicle Testing Institute of the Deutsche Reichsbahn in Halle:
 - a) In 1955, the Lova Locomotive Factory at Babelsberg is scheduled to manufacture an additional 25 type-65 and 25 type-83 locomotives.¹
 - b) A locomotive of type-78 is being converted to coal-dust firing at the Arnstadt Rail Road Maintenance Shop (Bw). An estimated 10,000 LME is scheduled to be spent on this project.²
 - c) It was learned that the East German Reichsbahn is considering the plan of including only Diesel locomotives in its vehicle construction program. Trial runs with Diesel locomotives have not yet been made.³
2. The chief of the Main Administration for Rolling Stock and Locomotives, one Vieser, has been ill since 15 September 1955. It is rumored that Vieser will be released from his position because he is disliked by leading officials at the GDR Ministry of Traffic.⁴
3. The winter work schedule for railroad personnel of the Wustermark marshalling yard was originally scheduled to go into effect on 18 September. This date was postponed to 2 October, because sufficient personnel was not available. The shortage of personnel which was mainly felt in the category of locomotive personnel, was chiefly due to the fact that part of the railroadmen were on leave. A ban on all leave was therefore imposed on personnel of the Wustermark marshalling yard effective 2 October. It was believed possible that this cancellation of all leave might be connected with increased traffic resulting from Soviet fall maneuvers after 2 October.⁵
4. The Bureau of the President of RBD Schwerin has issued orders that the following material be submitted, without delay, to the Bureau of the President of RBD Schwerin:
 - a) "Distorted" railroad station plans according to the latest status. These plans had to include data on all water points available for fire fighting purposes; data on telephone facilities, and on the number and physical status of cart roads, loading ramps, and buildings.
 - b) Data on the buildings and terrain features in the vicinity of railroad stations, in addition to plans containing information on approach roads to railroad installations.
 - c) Data on technical installations, coal bins, and ash pits for locomotives.

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- d) Information on the physical status of tracks with data on intersections with roads, water ways, and high tension transmission lines.
- e) Information on the physical status of the permanent way with data on the types and age of rails, railroad barriers, type and structure of interlocking plants, the number of passing sidings, and the carrying capacity of railroad line sections. All this material had formerly been requested by the Soviet Control Commission attached to the RBD. The records had to be forwarded as classified material.

5. One Zimmermann, previously assigned to Bezirksueberwachung II, and an SED member [] has applied for a position as KVP railroad transportation officer. On 21 September, he reported to the ranking KVP officer in Strausberg. On 20 September, Zimmermann was told at RBD Berlin that only persons would be accepted as KVP railroad transportation officers who had a perfect command of the German language, had good looks, and good manners. Zimmermann was told that he would be given the rank of Senior Lieutenant and receive a monthly salary of 700 DME. Zimmermann was also told that the KVP had a requirement for railroad station traffic officers and he was asked to nominate suitable candidates who might be of advanced age.

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6. It was learned that in June and July the following quantities of manganese ore were shipped by rail to the places mentioned from Frankfurt/Oder:

June:	57 carloads to Boehlen	1,362.7 tons
	30 carloads to Hennigsdorf	695.8 "
July:	63 carloads to Boehlen	1,385.8 "
	28 carloads to Hennigsdorf	642.4 "
	2 carloads to Ziltendorf	40 "

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1. [] Comment. Information on this plan was received previously. On account of numerous technical defects which continuously occurred on experimental locomotives of this type it appears improbable that 50 locomotives of type 65 and 83 will be manufactured in 1955.

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[] It appears that the Ministry of Railways has realized this situation since the locomotive construction plan of the GDR railroads envisages the building of an experimental series of locomotives of these two types for 1956 and 1957.

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[] A picture of the type 83 locomotive was published on page 11 of the pamphlet entitled 10 Jahre Deutsche Reichsbahn in Arbeiter- und Bauernhand (Deutsche Reichsbahn for 10 Years under the Control of Workers and Farmers) which appeared on 1 September 1955.

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2. [] Comment. Experiments for the construction of various types of locomotives to coal-dust firing have been under way for some time. In efforts to utilize coal dust for locomotive firing, a new type of locomotive, the so-called Wendler type coal-dust firing locomotive, has also been developed.

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3. [] Comment. This information is confirmed.

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4. [] Comment. A release of Wieser, chief of the Main Administration for Rolling Stock and Locomotives is believed probable. In early September, the East German press published articles blaming him for overlooking the great importance of mechanization, modernization, and automatic devices for railroad installations under the control of his main administration.

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5. [] Comment. It was previously known that the GDR Reichsbahn is suffering from a shortage of personnel, especially of locomotive and shunting personnel.

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6. [] Comment. Information on the establishment of a Special Bureau of the President in all RBDs was transmitted previously.

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7. [] Comment. These data supplement previous information on manganese ore shipments in June and July 1955.

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8. [] Comment. Possibly 'diagrammatic' is meant.

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